

F. WELLINGTON.

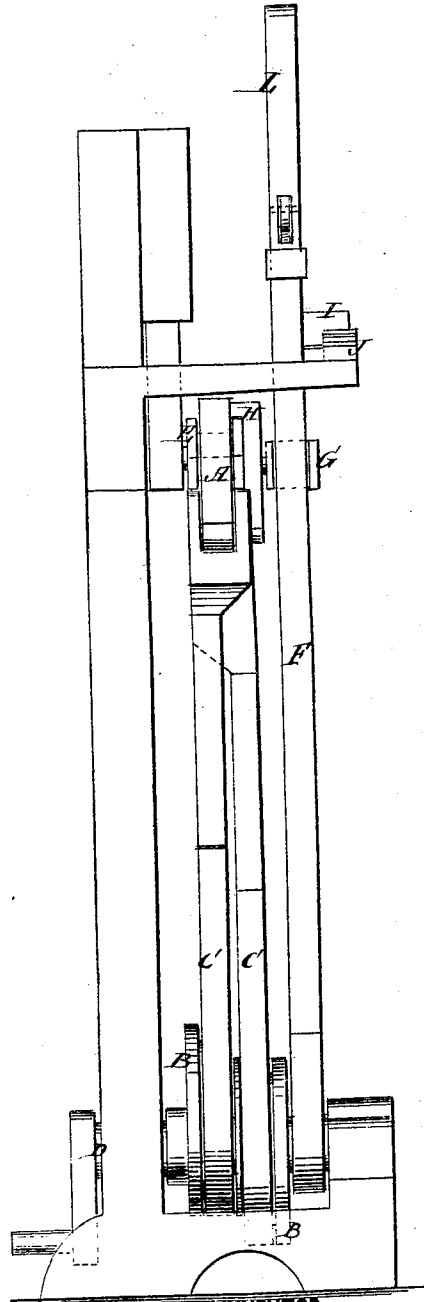
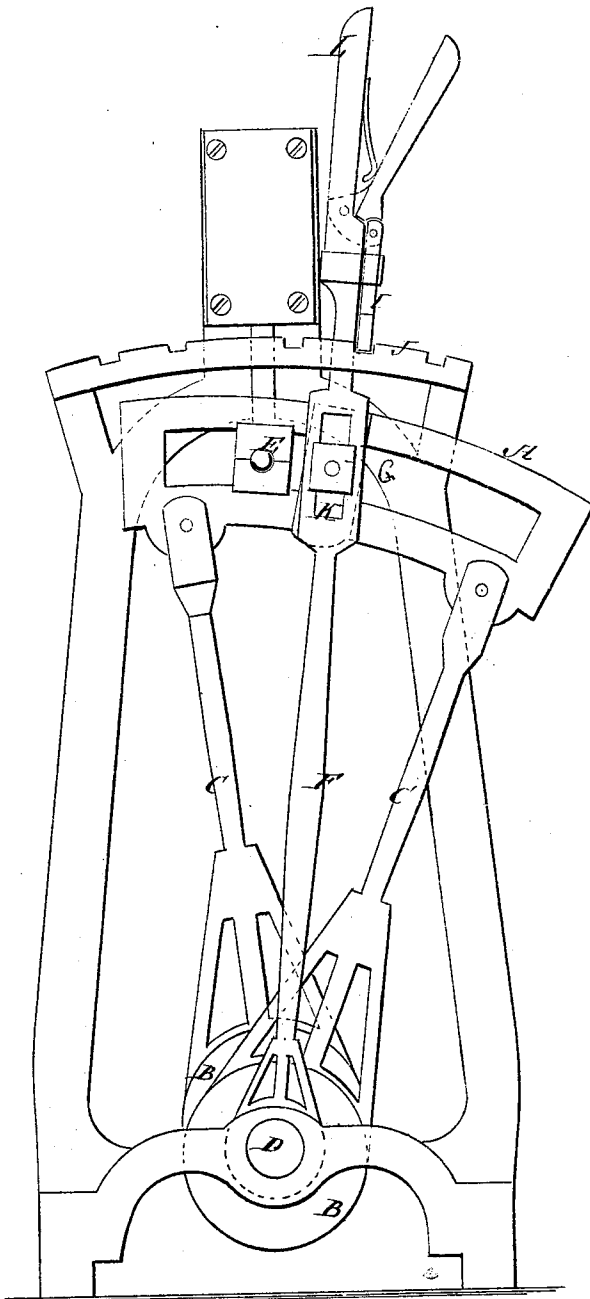
Starting-Bars for Link-Motions.

No.150,268.

Patented April 28, 1874.

Fig.1

Fig.2



WITNESSES:

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UNITED STATES PATENT OFFICE.

FREDERICK WELLINGTON, OF SAGINAW CITY, MICHIGAN, ASSIGNOR TO HIMSELF AND WILBUR H. HILL, OF SAME PLACE.

IMPROVEMENT IN STARTING-BARS FOR LINK-MOTIONS.

Specification forming part of Letters Patent No. **150,268**, dated April 28, 1874; application filed March 7, 1874.

To all whom it may concern:

Be it known that I, FREDERICK WELLINGTON, of Saginaw City, in the county of Saginaw and State of Michigan, have invented a new and Improved Starting-Bar for Link-Motions, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claim.

Figure 1 is a front elevation of a link-motion with my improved starting-bar arrangement, and Fig. 2 is a side elevation.

Similar letters of reference indicate corresponding parts.

A is the link; B, the eccentrics; C, connecting-rods; D, eccentric shaft; E, the block or slide connecting the valve-rod to the link; F, the starting-bar; G, swivel; and H, a yoke, coupling the starting-bar to the link; I, spring-catch; and J, notched quadrant-bar for holding the starting-bar and link. The swivel G is connected to the starting-bar in a slot, K, to allow it to work forward and backward along the bar by the vibration of the link.

The swivel is pivoted to the yoke to allow the link to turn on the swivel, and the bar is prolonged beyond the link for a handle, L, by which to work it for shifting the link.

To stop the engine the link is shifted on the valve-rod coupling E to its center, and to start the engine it is shifted either way along said coupling, according to which way the engine is to be worked.

Any other approved means of holding the starting-bar may be used instead of the spring-catch and notched bar J.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

The combination, with link A and eccentric shaft D, connected by rods C, of the valve-rod coupling E, slotted starting-bar L F K, pivoted swivel G, and yoke H, in the manner and for the purpose specified.

FREDERICK WELLINGTON.

Witnesses:

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